

Large Scale Amendment Traffic Analysis Procedures

Step I	Provide Project Information
	A. Location
	B. Acreage
	C. Existing Future Land Use (EFLU)
	D. Proposed Future Land Use (PFLU)
Step II	Generate Project Trips Based on PFLU
	A. For pm peak hour directional
	B. Show Institute of Traffic Engineers (ITE) edition, code and rate or equation
	C. Show trips entering and trips exiting - Show Maximum density and source from Future Land Use element located in Comprehensive Plan
	D. Identify pass by trip reduction
Step III	Determine Impacted Segments
	A. Use County Comprehensive Plan Foundation Document Table 4-1.
	B. Distribute project trips on map until they are less than 1% of maximum service volume (MSV) on a map or diagram: Figure 1 Project Trip Distribution Based on PFLU . Please note the pm peak hour direction of US 90 from Parkmore Plaza Road to Airport Road tends to be westward.
	C. Make table of segments showing segment, MSV, 1% of MSV, the number of project trips, and whether or not project trips exceed 1% of the MSV: Table 1 Determination of Impacted Segments .
	D. From Item C, make a table of only those segments in which 1% of the MSV is exceeded: Table 2 Impacted Segments . These are the segments for further analysis.
Step IV	Determine Net Project Trips
	A. Generate pm peak hour directional trips based on EFLU, showing ITE edition, code, rate or equation, and entering and exiting trips.
	B. Distribute trips based on EFLU on a map or diagram: Figure 2 Project Trip Distribution Based on EFLU . Please note the pm peak hour direction of US 90 from Parkmore Plaza Road to Airport Road tends to be westward.
	C. For the impacted segments from Table 2, make Table 3 Net Project Trips showing PFLU trips – EFLU trips = net project trips. No further analysis is required if the result is zero or negative, indicating the PFLU trips will have no additional impact or less impact than the EFLU.
Step V	Determine Future Traffic Impact
	A. Use FL-AL TPO Congestion Management Plan for future traffic 5 years out and 10 years out. See County Comprehensive Plan Foundation Document Table 4-1 for future traffic at the planning horizon, usually last year of the comprehensive plan.
	B. Make a table of impacted segments from Table 2, leaving out those with zero or negative impacts, showing net project trips added to the 5 year, 10 year and planning horizon year traffic: Table 4 Future Traffic Impacts . Indicate those segments where the MSV is exceeded.

Step VI	Mitigation
	A. Explain any segments that would have exceeded the MSV without adding project trips. Explain any project trips that exceed the MSV but are negligible.
	B. For those segments where the MSV is exceeded, explain any mitigation measures. Mitigation includes projects programmed in the FDOT Five-Year Work Program, Ten-Year Work Program, or in the County Schedule of Capital Improvements. Mitigation can also include projects in the Florida – Alabama or Okaloosa – Walton Transportation Planning Organization Long Range Transportation Plan Cost Feasible Plan and Project Priorities. Other mitigation measures include the Long Term Concurrency Management Program (LTCMS) which has been established in the Pace Area, or establishment in the comprehensive plan of multi-modal transportation districts (MMTD), transportation concurrency exception areas (TCEA), and transportation concurrency management areas (TCMA). Proportionate fair-share contribution does not apply unless the County reinstates the requirement for an applicant to demonstrate traffic concurrency at site plan approval.